

**B**OOKKEEPING, CREDITORS' WORKS  
with the best materials and under  
strict economy.  
**D**EALERS IN THE "DAILY PRESS" OFFICE  
Always pronounced equal to home  
work, and prices very moderate.

**P**RINTING OF ALL KINDS at the most  
moderate prices at the  
"DAILY PRESS" OFFICE  
All prints are well and all work  
executed by Englishmen. Always  
special and generally superior to that  
done anywhere else. Estimates given.

# Hongkong Daily Press.

ESTABLISHED 1857.

No. 12,207.

號七百二十二萬壹第 日常初月三十三十二宿光

HONGKONG, FRIDAY, APRIL 2nd, 1897.

五界

號二月四日七十九百八千壹英港香

PRICE \$24 PER MONTH

## NOTICE

Communications, prospective Advertisements, Subscriptions, Printing Bills, General Business and other  
DAILY PRESS only, and special business matters  
THE MANAGER.

Advertisements and Subscriptions which are not  
ordered for a fixed period will be continued until  
canceled.

Orders for extra copies of Daily Press should be  
sent to the man in charge of distribution. After that  
order the supply will be sent to you.

Telegraphic Address: "Press," Hongkong.

P.O. Box 20 Telephone No. 12.

NEW ADVERTISEMENTS.

TO LET UNFURNISHED.

ELLIOT BUNGALOW, ROBINSON

Apply to the Proprietor,

Hongkong, 2nd April, 1897. [839]

FOR SHANGHAI.

THE Steamship

"LOONMOON."

Captain F. Schulz will be despatched for the  
above ports TO-MORROW, the 3rd instant  
at 11 A.M.

For Freight or Passage, apply to

SIEMSEN & CO., Agents.

Hongkong, 1st April, 1897. [836]

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW, AMOY, AND

TANSLU.

THE Company's Steamship

"FORMOSA."

Captain Robson will be despatched for the  
above ports on SUNDAY, the 4th inst., at  
DAYLIGHT.

For Freight or Passage, apply to

DOUGLAS LAGAIAK & CO.,  
General Managers.

Hongkong, 2nd April, 1897. [840]

"GLEN" LINE OF STEAM PACKETS.

FROM ANTWERP, LONDON, AND

STRAITS.

THE Steamship

"GLENSHIEL"

Loving arrival from the above ports, Consignees  
of Cargoes by land and sea informed that  
their goods are being landed at their risk  
into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Company  
Limited, at Kowloon, whence delivery may  
be obtained.

Optional cargo will be forwarded unless  
notice to the contrary be given before NOON  
TO-DAY.

Cargo remaining undelivered after the 8th  
inst. will be subject to re-delivery.

No Fine Insurance has been effected.

Consignees are requested to present all claims  
for damages and/or shortages not later than  
the 15th inst., otherwise they will not be  
recognized.

Bills of Lading will be countersigned by

JARDINE, MATTHESON & CO.,  
Agents.

Hongkong, 1st April, 1897. [837]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"ADEN."

FROM ANTWERP, LONDON, AND

STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company Godown at Kowloon, where even  
consignment will be settled on mark by  
mark and delivery can be obtained as soon as the  
goods are landed.

This vessel brings on Cargo—

From Italy ex.s.s. "Spila."

From Madras ex.s.s. "Sir."

Optional goods will be landed here unless  
instructions are given to the contrary before  
10 A.M. to-day.

Goods not cleared by the 7th inst. at 4  
P.M. will be subject to rate.

No Fine Insurance will be effected by me in  
any case whatever.

All damaged packages must be left in the  
Godowns and a certificate of the damage ob-  
tained from the Godown Company within ten  
days after the vessel's arrival here, after which  
no claims will be recognized.

H. A. BETCHIE,  
Superintendent.

Hongkong, 2nd April, 1897. [836]

W. BREWER & CO.

NEW BOOKS AND NEW EDITIONS.

NANSSEN, LIFE AND TRAVELS  
1861-1893. . . . . \$9.00

Book of Treatment. . . . . 4.00

Canada, by Bourinot. . . . . 2.75

Lawson's Picturesque Scotland, illus-  
trated with over 70 chromo-lithographs. 15.00

School, for Scandal: Sheridan's Play  
choice coloured illustrations. . . . . 10.00

Edinburgh Dictionary of Industry and  
Commerce. . . . . 4.00

Edinburgh in London, Sun Yat Sen. . . . . 0.70

Application of Electricity to Railway  
Working, by Longley. . . . . 6.00

Marco Polo's Travels, Vol. 2. . . . . 6.00

Navy and Army Illustrated. . . . . 6.00

Notes on the Rifle, by Freemantle. . . . . 2.50

Chemical Analysis of Iron, by Blair. . . . . 7.50

QUEEN'S ROAD, UNDER HONGKONG HOTEL. [24]

INTEREST DUE AND DRAWN BONDS.

Interest of this loan will be PAYABLE AT THE

Offices of the Corporation on and after the

31st MARCH, 1897.

LISTS OF DRAWN BONDS can be ob-  
tained on application to the undersigned.

For the Hongkong and Shanghai  
Banking Corporation.

Agents have the London.

T. JACKSON,  
Chief Manager.

Hongkong, 31st March, 1897. [816]

BOMBAY BURMA TRADING CO.,  
PUBLICATION, LIMITED.

BANGKOK AND LANGKOO.

THAI, SQUARE, PLATED, BOATS and

SCANTLINGS, PLATES, BANGKOK

BOATS FOR FLOORING, CHILLING, WALLING,

& TEAK SHINGLES FOR ROOFING.

PINEWOOD RAILWAY SLEEPERS for all

GUNNERS.

lates Supplied and Orders Booked by

JARDINE, MATTHESON & CO.

Hongkong, 3rd May, 1897. [824]

NOTICES OF FIRMS

NOTICE

WE have authorized Mr. RONALD

GREGG to SIGN OUR FILM by

Preparation.

DEACON & CO.

Canton, 24th March, 1897. [797]

NOTICE

DURING my temporary absence from the

Colonial M. D. MACDONALD has

been appointed our Engineer Surveyor

for the "Hutun-Ventura."

JOHN W. KINGHORN.

Hongkong, 29th March, 1897. [814]

NOTICE

THE Interest and Responsibility of Mr.

DAVID REUBEN SASSEON in

our Firm of Hongkong has CEASED from

the 1st APRIL, 1897.

We have admitted Mr. DAVID GUTHRIE

a Partner in our Firm in Hongkong from the

same date.

DAVID SASSEON SONS & CO.

Hongkong, 1st April, 1897. [826]

NOTICE

THE Interests and Responsibility of Mr.

DAVID REUBEN SASSEON in

our Firm of Hongkong has CEASED from

the 1st APRIL, 1897.

We have admitted Mr. DAVID GUTHRIE

a Partner in our Firm in Hongkong from the

same date.

DAVID SASSEON SONS & CO.

Hongkong, 1st April, 1897. [826]

## ENTERTAINMENT

### THEATRE ROYAL

### SOCIETY'S REUNIONS

## HUDSON'S SURPRISE PARTY

### TRADE MARK.

### Going Stronger, Booming Bigger.

Everyone is talking about it.

Praised out of sight all round.

Those who have not seen it are going to see it.

Those who have are going again.

It is emphatically the success of the year.

Order for extra copies of Daily Press should be sent to the Supply and Distribution Office. After that order the supply will be sent to you.

Telegraphic Address: "Press," Hongkong.

P.O. Box 20 Telephone No. 12.

NEW ADVERTISEMENTS.

TO LET UNFURNISHED.

ELLIOT BUNGALOW, ROBINSON

Apply to the Proprietor,

Hongkong, 2nd April, 1897. [839]

FOR SHANGHAI.

THE Steamship

"LOONMOON."

Captain F. Schulz will be despatched for the  
above ports TO-MORROW, the 3rd instant  
at 11 A.M.

For Freight or Passage, apply to

SIEMSEN & CO., Agents.

Hongkong, 1st April, 1897. [836]

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW, AMOY, AND

TANSLU.

THE Company's Steamship

"FORMOSA."

Captain Robson will be despatched for the  
above ports on SUNDAY, the 4th inst., at  
DAYLIGHT.

For Freight or Passage, apply to

DOUGLAS LAGAIAK & CO.,  
General Managers.

Hongkong, 2nd April, 1897. [840]

"GLEN" LINE OF STE

## INTIMATIONS

**BROWN, JONES & CO.**  
DEALERS IN  
AMERICAN AND ITALIAN MARBLE  
AND HONGKONG GRANITE.  
CEMETERY MEMORIALS.  
Designs and Prices on application.  
Office, 47, QUEEN'S ROAD CENTRAL. [2657]

NOW READY.

**THE CHRONICLE AND DIRECTORY FOR CHINA, JAPAN, COREA, INDO-CHINA, STRAITS, NETHERLANDS INDIA, SIAM, PHILIPPINES, BORNEO, &c., &c., WITH WHICH ARE INCORPORATED THE CHINESE DIRECTORY AND THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST, FOR 1897.**

The THIRTY-FIFTH ANNUAL ISSUE, which will be found, as hitherto, more full and accurate than its predecessor.  
Royal Octavo. Complete with Maps and Plans, PR. 1.20, S7. Directory only, pp. 572, \$3.50.

**A. S. WATSON & CO., LIMITED.**

ESTABLISHED A.D. 1841.

## CUT GLASS BOTTLES

## ELEGANT PATTERNS.

## WHOLESALE CONFECTIONERY

## DELICIOUS SWEETS IN LARGE ASSORTMENT.

**FRENCH CONFECTIONERY AND CONSERVES FROM THE BEST PARISIAN HOUSES.**

## CRYSTALLIZED FRUITS.

## SPECIAL CONSIGNMENTS OF CHOICEST CHOCOLATES.

**FANCY BOXES OF RARE DESIGNS FOR PRESENTS.**

**A. S. WATSON & CO., LIMITED.**  
THE HONGKONG DISPENSARY.

Hongkong, 5th January, 1897.

**NOTICE TO CORRESPONDENTS**

ONLY communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that the supply is limited. Only Supplied for Cash. Telegraphic Address PHASES-A.B.C. Code. P.O. Box. 20. Telephone No. 12.

**BIRTHS.**  
At "Ferryton" Fonthill on the 31st March, the wife of Doctor JAMES A. LOWSON, of a son. [338] — MARRIAGE.

On the 24th February, at St. Margaret's Church, Whalley Range, Manchester, by the Rev. W. J. Cantor, assisted by the Rev. E. Beardsworth, ALBERT WILLIAM BURKE, eldest son of A. BURKE, Esq., of Keweenaw, and William St. Lorraine, daughter of Francis St. Lorraine, second daughter of the late FRANCIS KIDD, of Manchester, and Mrs. BURKE, Northleigh, Whalley Range.

**The Daily Press.**  
HONGKONG, APRIL 2nd, 1897.

The Associated Chambers of Commerce of the United Kingdom have, as stated in an Australian telegram, resolved to urge upon the Government the improvement of the trade routes to Burmah and China. How much may be done for the development of trade by attention to trade routes is shown by a recent report by Captain G. C. TRENCH, an officer who has for the last year on two occasions been stationed at Leh, the capital of Ladakha. Considerable notice has been taken of this report by our Indian contemporaries, and the *Rangoon Gazette* uses it in argument with reference to the development of trade with Yunnan. "In all the discussions which were so common a few years ago on the subject of the overland trade between Burmah and Western China," says that journal, "the advocates of energetic measures to secure this trade before it could be snatched up by our rivals always wanted railways. The expense was a minor question in their eyes, and any doubts about long lines of railway paying were met by wild and vague statements as to the immense amount of trade that would accrue if Government would only spend the amount necessary to 'tap' it. These enthusiasts ignored difficulties and scorned any smaller scheme as mere trifling. Nothing but a railway would satisfy them, no matter what political, financial, and engineering difficulties stood in the way. Of late years we have heard less of these heroic schemes, their advocates apparently having abandoned in despair the attempt to induce Government to undertake them. In another direction, however, the Government of India has been steadily working at the development of an overland trade, one of infinitely greater difficulty,

"than that between Burmah and China; and have shown what can be done in small ways to develop such a trade."

Captain TRENCH gives the statistics of the trade passing through Leh during the past ten years. In 1886-87 the total volume of the trade, export and import combined, was under 20 lakhs of rupees in value. For seven years the value fluctuated between that figure and 34 lakhs; then, in 1893-94 it took a bound up to nearly forty lakhs; the following year it was sixty lakhs; and in 1895-96 it was over sixty-five lakhs. This expansion is due, he says, to increased attention to commercial matters on the part of the Government of India; to the greater attention paid to traders by the Assistant Resident at Kashgar, the mart of the export trade, and to the gradual improvement of the road between Srinagar and the borders of China. That the trade between Burmah and Yunnan is capable of similar development, even though the assistance afforded by the Government fall short of the immediate provision of railroads, there can be no question.

From this side, also, we hope to see a large development of trade with Western China, now that the West River is to be opened as far as Wuchow and that the transit pass system has been duly recognized in the provinces of Kwangtung and Kwangsi. The protection of the goods from irregular taxation will have almost as great an effect in promoting trade as the establishment of steam communication. It is, however, desirable that foreign merchants or their representatives should be allowed to penetrate into the country as far as possible, in order to secure the fullest possible development of the transit pass system. On this ground it is to be hoped that, even if steam navigation above Wu-chow he found impossible, Nanning and Po-ko, on the upper reaches of the river, may nevertheless be made treaty ports. In the absence of steamers trade could be conducted at those ports by native craft, as has been the case at Chungking, the opening of which has been amply justified by results, even although the Chinese declined, until the conclusion of the treaty with Japan, to assent to steamers ascending the river to that point.

We are requested to remind owners that the Gyankhna close at noon to-day.

The C.P. steamer *Empress of India* sailed from Vancouver, B.C., for Hongkong, via Yokohama, on Tuesday morning, the 30th ultimo.

The steamer *Dorothea Rickmers*, from Midesbro and Hamburg, passed the Canal yesterday and is due at Singapore on or about the 22nd inst.

The Chelyuda murder case at the Penang Asias has ended in all the prisoners being found not guilty and being discharged. The case arose out of a row on board between Chinese and Hindus, in which one of the latter lost his life.

The final for the West Yorkshire inter-Company Cup matches at Rugby and Association will take place to-day at 3 p.m. "D" and "H" companies being the contestants in each case.

The Austrian cruiser *Kaiser Franz Josef I.*, Captain Yedin, arrived at Singapore on the 25th March from Bolo with Baron Calman, the Austrian Minister to China, on board. She carries twenty-seven guns, measures 4,000 tons, and 10,000 horse-power. Her crew numbers 450 in number.

The Municipal Commissioners of Singapore propose to float a loan of half a million dollars at the rate of four per cent. Of that sum, \$364,000 are to be devoted to the repayment of the five per cent. loan of 1893, \$182,000 are to be expended on various works connected with the supply of water; \$40,000 are to be expended on the construction of a new junkside depot; and the balance of \$16,000 is for various minor purposes.

The Chartered Bank of India, Australia, and China yesterday morning received telegraphic advice from the head office in London that at the approaching meeting of shareholders of the Bank the directors will recommend a dividend for the past half-year of 10 per cent. per annum, free of income tax, making 8 per cent. for the year, the same as for 1895, that \$25,000 be added to the reserve fund and \$13,000 carried forward as undivided profit.

His Lordship—Security on a loan of money.

Mr. Wilkinson—Yes, your Lordship. The debt really amounts to a very small sum in comparison with most bankruptcies.

The total amount the firm is client in respect of the debts incurred by him on behalf of this other man and one or two other friends of his amount to \$2,000 odd. Judgment has been obtained against him in respect of not his own debts but of those debts incurred by him on behalf of his friends, and orders have been made against him for monthly payments which he is quite unable to pay out of his salary. An execution has been issued against him and he is in prison.

His Lordship—What is his salary?

Mr. Wilkinson—\$60 a month. He is prepared to set aside \$25 a month.

His Lordship—Why is a man in that position so poor?

Mr. Wilkinson—I cannot say; it is an extraordinary thing. There is another case and both are young men in the same office, the other petitioner in bankruptcy being twenty-one years of age. It is a most extraordinary thing. They were influenced by a man much their senior and in receipt of a salary of \$175 a month. There is not the slightest doubt that all these debts were incurred without the petitioner knowing any money, because I have a copy of his account of his debts for the last six months. He certified on his oath that the petitioner—Baptista and a young man named Barnes—took no share of the money advanced to him by his master.

M. H. Baptista was then called. He said—I am 23 years of age and a clerk in the Ordnance Store Department. My salary is \$80 a month. I have no private means of any kind. My debts are all incurred through my master, Mr. Allison, and he is also employed in the Ordnance Store Department to become security to a very large extent.

His Lordship—Security on a loan of money.

Mr. Wilkinson—Yes, your Lordship. The debt really amounts to a very small sum in comparison with most bankruptcies.

The total amount the firm is client in respect of the debts incurred by him on behalf of this other man and one or two other friends of his amount to \$2,000 odd. Judgment has been obtained against him in respect of not his own debts but of those debts incurred by him on behalf of his friends, and orders have been made against him for monthly payments which he is quite unable to pay out of his salary. An execution has been issued against him and he is in prison.

His Lordship—What is his salary?

Mr. Wilkinson—\$60 a month. He is prepared to set aside \$25 a month.

His Lordship—Why is a man in that position so poor?

Mr. Wilkinson—I cannot say; it is an extraordinary thing. There is another case and both are young men in the same office, the other petitioner in bankruptcy being twenty-one years of age. It is a most extraordinary thing. They were influenced by a man much their senior and in receipt of a salary of \$175 a month. There is not the slightest doubt that all these debts were incurred without the petitioner knowing any money, because I have a copy of his account of his debts for the last six months. He certified on his oath that the petitioner—Baptista and a young man named Barnes—took no share of the money advanced to him by his master.

M. H. Baptista was then called. He said—I am 23 years of age and a clerk in the Ordnance Store Department. My salary is \$80 a month. I have no private means of any kind. My debts are all incurred through my master, Mr. Allison, and he is also employed in the Ordnance Store Department to become security to a very large extent.

His Lordship—Security on a loan of money.

Mr. Wilkinson—Yes, your Lordship. The debt really amounts to a very small sum in comparison with most bankruptcies.

The total amount the firm is client in respect of the debts incurred by him on behalf of this other man and one or two other friends of his amount to \$2,000 odd. Judgment has been obtained against him in respect of not his own debts but of those debts incurred by him on behalf of his friends, and orders have been made against him for monthly payments which he is quite unable to pay out of his salary. An execution has been issued against him and he is in prison.

His Lordship—What is his salary?

Mr. Wilkinson—\$60 a month. He is prepared to set aside \$25 a month.

His Lordship—Why is a man in that position so poor?

Mr. Wilkinson—I cannot say; it is an extraordinary thing. There is another case and both are young men in the same office, the other petitioner in bankruptcy being twenty-one years of age. It is a most extraordinary thing. They were influenced by a man much their senior and in receipt of a salary of \$175 a month. There is not the slightest doubt that all these debts were incurred without the petitioner knowing any money, because I have a copy of his account of his debts for the last six months. He certified on his oath that the petitioner—Baptista and a young man named Barnes—took no share of the money advanced to him by his master.

M. H. Baptista was then called. He said—I am 23 years of age and a clerk in the Ordnance Store Department. My salary is \$80 a month. I have no private means of any kind. My debts are all incurred through my master, Mr. Allison, and he is also employed in the Ordnance Store Department to become security to a very large extent.

His Lordship—Security on a loan of money.

Mr. Wilkinson—Yes, your Lordship. The debt really amounts to a very small sum in comparison with most bankruptcies.

The total amount the firm is client in respect of the debts incurred by him on behalf of this other man and one or two other friends of his amount to \$2,000 odd. Judgment has been obtained against him in respect of not his own debts but of those debts incurred by him on behalf of his friends, and orders have been made against him for monthly payments which he is quite unable to pay out of his salary. An execution has been issued against him and he is in prison.

His Lordship—What is his salary?

Mr. Wilkinson—\$60 a month. He is prepared to set aside \$25 a month.

His Lordship—Why is a man in that position so poor?

Mr. Wilkinson—I cannot say; it is an extraordinary thing. There is another case and both are young men in the same office, the other petitioner in bankruptcy being twenty-one years of age. It is a most extraordinary thing. They were influenced by a man much their senior and in receipt of a salary of \$175 a month. There is not the slightest doubt that all these debts were incurred without the petitioner knowing any money, because I have a copy of his account of his debts for the last six months. He certified on his oath that the petitioner—Baptista and a young man named Barnes—took no share of the money advanced to him by his master.

M. H. Baptista was then called. He said—I am 23 years of age and a clerk in the Ordnance Store Department. My salary is \$80 a month. I have no private means of any kind. My debts are all incurred through my master, Mr. Allison, and he is also employed in the Ordnance Store Department to become security to a very large extent.

His Lordship—Security on a loan of money.

Mr. Wilkinson—Yes, your Lordship. The debt really amounts to a very small sum in comparison with most bankruptcies.

The total amount the firm is client in respect of the debts incurred by him on behalf of this other man and one or two other friends of his amount to \$2,000 odd. Judgment has been obtained against him in respect of not his own debts but of those debts incurred by him on behalf of his friends, and orders have been made against him for monthly payments which he is quite unable to pay out of his salary. An execution has been issued against him and he is in prison.

His Lordship—What is his salary?

Mr. Wilkinson—\$60 a month. He is prepared to set aside \$25 a month.

His Lordship—Why is a man in that position so poor?

Mr. Wilkinson—I cannot say; it is an extraordinary thing. There is another case and both are young men in the same office, the other petitioner in bankruptcy being twenty-one years of age. It is a most extraordinary thing. They were influenced by a man much their senior and in receipt of a salary of \$175 a month. There is not the slightest doubt that all these debts were incurred without the petitioner knowing any money, because I have a copy of his account of his debts for the last six months. He certified on his oath that the petitioner—Baptista and a young man named Barnes—took no share of the money advanced to him by his master.

M. H. Baptista was then called. He said—I am 23 years of age and a clerk in the Ordnance Store Department. My salary is \$80 a month. I have no private means of any kind. My debts are all incurred through my master, Mr. Allison, and he is also employed in the Ordnance Store Department to become security to a very large extent.

His Lordship—Security on a loan of money.

Mr. Wilkinson—Yes, your Lordship. The debt really amounts to a very small sum in comparison with most bankruptcies.

The total amount the firm is client in respect of the debts incurred by him on behalf of this other man and one or two other friends of his amount to \$2,000 odd. Judgment has been obtained against him in respect of not his own debts but of those debts incurred by him on behalf of his friends, and orders have been made against him for monthly payments which he is quite unable to pay out of his salary. An execution has been issued against him and he is in prison.

His Lordship—What is his salary?

Mr. Wilkinson—\$60 a month. He is prepared to set aside \$25 a month.

His Lordship—Why is a man in that position so poor?

Mr. Wilkinson—I cannot say; it is an extraordinary thing. There is another case and both are young men in the same office, the other petitioner in bankruptcy being twenty-one years of age. It is a most extraordinary thing. They were influenced by a man much their senior and in receipt of a salary of \$175 a month. There is not the slightest doubt that all these debts were incurred without the petitioner knowing any money, because I have a copy of his account of his debts for the last six months. He certified on his oath that the petitioner—Baptista and a young man named Barnes—took no share of the money advanced to him by his master.

M. H. Baptista was then called. He said—I am 23 years of age and a clerk in the Ordnance Store Department. My salary is \$80 a month. I have no private means of any kind. My debts are all incurred through my master, Mr. Allison, and he is also employed in the Ordnance Store Department to become security to a very large extent.

His Lordship—Security on a loan of money.

Mr. Wilkinson—Yes, your Lordship. The debt really amounts to a very small sum in comparison with most bankruptcies.

The total amount the firm is client in respect of the debts incurred by him on behalf of this other man and one or two other friends of his amount to \$2,000 odd. Judgment has been obtained against him in respect of not his own debts but of those debts incurred by him on behalf of his friends, and orders have been made against him for monthly payments which he is quite unable to pay out of his salary. An execution has been issued against him and he is in prison.

His Lordship—What is his salary?

Mr. Wilkinson—\$60 a month. He is prepared to set aside \$25 a month.

His Lordship—Why is a man in that position so poor?

Mr. Wilkinson—I cannot say; it is an extraordinary thing. There is another case and both are young men in the same office, the other petitioner in bankruptcy being twenty-one years of age. It is a most extraordinary thing. They were influenced by a man much their senior and in receipt of a salary of \$175 a month. There is not the slightest doubt that all these debts were incurred without the petitioner knowing any money, because I have a copy of his account of his debts for the last six months. He certified on his oath that the petitioner—Baptista and a young man named Barnes—took no share of the money advanced



NOTICE TO CONSIGNEES  
FROM HAMBURG, PENANG, AND  
SINGAPORE.

THE Steamship

"HERTHA,"  
Captain Hildebrandt, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from the steamer.

Optional Cargo will be forwarded unless notice to the contrary is given before 3 P.M. To-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, and stored at Consignee's risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd April will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st April, at 3 P.M.

No Fire Insurance has been effected.

SIEMSEN & CO., Agents.

Hongkong, 26th March, 1897. [783]

## NOTICE TO CONSIGNEES

TO CONSIGNEES OF OPTIONAL  
CARGO, BY O. S. C. CO.'S  
"MENELAUS."  
FROM LIVERPOOL.

Undersigned not later than the 1st Inst. for shipment per蒸船 "SARDOON"  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 1st April, 1897. [652]

## VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR CHEFOO AND TIENTHSIN VIA  
SWATOW.

THE Company's Steamship

"KWEIYIANG,"

Captain Osterbridge, will be despatched as above TO-DAY, the 2nd April, at NOON.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 1st April, 1897. [740]

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR KOBE DIRECT.

THE Company's Steamship

"CHANGSHA,"

Captain Williams, will be despatched as above TO-DAY, the 2nd Inst., at NOON.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 1st April, 1897. [788]

MEPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

(MONTHLY SERVICE)

FOR LONDON AND ANTWERP  
VIA SINGAPORE, COLOMBO PORT  
SAID, AND MARSEILLE.

THE Company's Steamship

"KINSHU MARU,"

Captain F. L. Somer, will be despatched as above TO-DAY, the 2nd April, at 4 P.M., instead of as previously advertised.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA,  
Hongkong, 23rd March, 1897. [763]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL, AND  
SINGAPORE.

THE Company's Steamship

"KINTUCK."

having arrived from the above ports. Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the office of the Undersigned before Noon on the 3rd April, or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on SATURDAY, the 3rd April.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 4th April will be subject to rent.

Bills of Lading will be countersigned by

HOLLIDAY, WISE & CO., Agents.

Hongkong, 29th March, 1897. [803]

STEAMSHIP "YANGTSE."

COMPAGNIE DES MESSAGERIES

MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex  
London and from Hendon via Vire d'Amiens connection with above steamers are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the office of the Undersigned before Noon on the 3rd April, or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on SATURDAY, the 3rd April.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 4th April will be subject to rent.

Bills of Lading will be countersigned by

HOLLIDAY, WISE & CO., Agents.

Hongkong, 29th March, 1897. [793]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA."

FROM TAIPEH, VICTORIA, YOKO-

KOBE, AND SHANGHAI.

THE above Steamer having arrived Con-

signees of Cargo are hereby requested to send in their Bills of Lading for counter-

signature and take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense.

TODWELL, CARLILL & CO., Agents.

Hongkong, 31st March, 1897. [819]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"BISAGNO"

having arrived from the above ports. Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns and Kowloon Wharf and Godown Co., Limited, Wan Chai, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the Undersigned before Noon on the 5th April, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 5th April will be subject to rent.

Bills of Lading will be countersigned by

CARLOWITZ & CO., Agents.

Hongkong, 30th March, 1897. [767]

EICKMERS' REGULAR LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, HAMBURG,  
PENANG, AND SINGAPORE.

THE Company's Steamship

"EILEEN RICKMERS"

having arrived from the above ports. Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns and Kowloon Wharf and Godown Co., Limited, Wan Chai, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the Undersigned before Noon on the 7th April, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 8th April.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 8th April will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary is given before 3 P.M. To-DAY.

Bills of Lading will be countersigned by

ARNHOLD, KARBERG & CO., Agents.

Hongkong, 31st March, 1897. [820]

## NOTICE TO CONSIGNEES

TO CONSIGNEES OF OPTIONAL  
CARGO, BY O. S. C. CO.'S  
"MENELAUS."  
FROM LIVERPOOL.

Undersigned not later than the 1st Inst. for shipment per蒸船 "SARDOON"  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 1st April, 1897. [652]

## VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR CHEFOO AND TIENTHSIN VIA  
SWATOW.

THE Company's Steamship

"KWEIYIANG,"

Captain Osterbridge, will be despatched as above TO-DAY, the 2nd April, at NOON.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 1st April, 1897. [740]

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR KOBE DIRECT.

THE Company's Steamship

"CHANGSHA,"

Captain Williams, will be despatched as above TO-DAY, the 2nd Inst., at NOON.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 1st April, 1897. [788]

MEPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

(MONTHLY SERVICE)

FOR LONDON AND ANTWERP  
VIA SINGAPORE, COLOMBO PORT  
SAID, AND MARSEILLE.

THE Company's Steamship

"KINSHU MARU,"

Captain F. L. Somer, will be despatched as above TO-DAY, the 2nd April, at 4 P.M., instead of as previously advertised.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA,  
Hongkong, 23rd March, 1897. [763]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL, AND  
SINGAPORE.

THE Company's Steamship

"KINTUCK."

having arrived from the above ports. Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the office of the Undersigned before Noon on the 3rd April, or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on SATURDAY, the 3rd April.

No Fire Insurance has been effected.

All Damaged Packages will be examined on SATURDAY, the 3rd April, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 29th March, 1897. [793]

STEAMSHIP "YANGTSE."

COMPAGNIE DES MESSAGERIES

MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex  
London and from Hendon via Vire d'Amiens connection with above steamers are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the office of the Undersigned before Noon on the 3rd April, or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on SATURDAY, the 3rd April.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 4th April will be subject to rent.

Bills of Lading will be countersigned by